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# THE ARIZONA REPUBLICAN

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## TRADE WITH PHILIPPINES

An Interesting Subject in View of Recent Legislation

### EXPORTS AND IMPORTS

Figures by the Bureau of Statistics Showing How Trade With Islands Has Been Distributed Among Chief Commercial Nations

Washington, July 11.—Legislation just enacted for closer commercial relations between the United States and the Philippine Islands, lends especial interest to a statement of the commerce of those islands compiled by the bureau of statistics from the summary of the commerce of the Philippine Islands, prepared in the bureau of insular affairs of the war department. It shows the total value of imports into the Philippine Islands in 1908 as \$29,186,120. Merchandise imported free of duty in connection with the construction of the railway systems of the Philippine Islands, amounting in 1908 to \$1,747,212, and merchandise imported for the use of the government, are not included in this total of \$29,186,120.

The official figures of the United States government of exports to the Philippine Islands in the calendar year 1908 show the total value of all merchandise declared for exportation to the islands, \$9,066,697; while the official figures of imports from the United States into the Philippine Islands, exclusive of government free entries and supplies granted free entry in connection with the construction of the railway systems of the Philippine Islands in the same calendar year are but \$5,101,836, the discrepancy occurring chiefly by reason of the fact that the Philippine figures do not include supplies granted free entry in connection with the construction of the railway systems of the Philippine Islands and free entries for governmental use.

The principal imports are cotton manufactures, \$7,183,672, of which \$590,729 was from the United States; rice, \$5,552,571, of which none came from the United States; iron and steel manufactures, \$2,969,296, of which \$806,109 was from the United States; meat and dairy products, \$1,955,255, of which \$208,546 was from the United States; fruit, \$943,922, of which \$529,924 was from the United States; animals, \$821,045, of which \$329 worth was from the United States; minerals, \$422,335, of which \$445,834 was from the United States; coal, \$337,567, of which none came from the United States; leather and manufactures of \$257,919, of which \$419.41 was from the United States; spirits, wines and liquors, \$545,737, of which \$129,791 was from the United States; vegetables, \$539,796, of which \$66,171 came from the United States; paper and manufactures of \$475,561, of which \$148,188 was from the United States; fibers and manufactures of \$439,952, of which \$4,037 was from the United States; chemicals, drugs, dyes and medicines, \$412,378, of which \$102.74 came from the United States; wood and manufactures of \$378,952, of which \$133,574 came from the United States; fish, \$319,036, of which \$94,474 was from the United States.

The exports in 1908 amounted to \$32,601,072, the principal articles being hemp, \$16,501,956, of which \$7,757,926 went to the United States; copra, \$5,058,886, of which \$229,892 went to the United States; sugar, \$5,703,641, of which \$1,966,166 went to the United States; tobacco unmanufactured, \$1,708,766, of which none went to the United States; manufactures of tobacco, \$1,128,860, of which \$18,748 went to the United States; other articles, \$1,210,547, of which \$447,023 worth went to the United States.

The imports, by principal countries, stating them in order of magnitude, were in 1908—from French East Indies, \$5,541,543; United Kingdom, \$5,222,078; United States, \$5,101,836; Australia, \$2,256,685; China, \$2,102,906; Japan, \$1,328,172; Spain, \$1,261,444; British East Indies, \$865,871; France, \$800,511; Switzerland, \$682,241; Hongkong, \$423,811; Belgium, \$359,925; Dutch East Indies, \$323,834; and Siam, \$281,900. The exports, stated in order of magnitude, were in 1908—to the United States, \$10,540,756; United Kingdom, \$7,642,442; France, \$4,320,761; Hongkong, \$2,587,109; Spain, \$1,857,613; China, \$1,504,823; Belgium, \$820,428; and British East Indies, \$740,009.

**LIGHTWEIGHT CHAMPIONSHIP.**

Freddie Welsh Will Go After Young Josephs, the Britisher.

New York, July 11.—A battle will be fought in England tomorrow night which will decide who is the legitimate lightweight champion of that country. Freddie Welsh, the clever English boxer, who defeated many good lightweights on this side of the Atlantic during his long stay here, is to meet "Young Josephs," the present holder of the title, for twenty

## NEGLECTED WATERWAYS

Lack of Commercial Unity in the Inland System

### ITS GREAT POSSIBILITIES

A Letter by Commissioner of Corporations to President Taft Suggesting Intelligent Improvement of Country's Waterways.

## PRESIDENT'S PLANS FOR WESTERN TRIP

HIS TOWN MAY BE LARGELY EXTENDED.

The Personnel of the Accompanying Party.

Washington, July 11.—President Taft's itinerary on his western and southern trip next fall may be extended. Strong efforts are made by congressmen to have the president stop a few minutes for car-end receptions at all towns of any size passed by daylight. Herbert Knox Smith, commissioner of corporations of the department of commerce and labor, the commissioner dilates in his letter of transmittal upon the facts that while the United States has altogether a total of about 5800 miles of river navigation of six feet depth and over, and more than 2000 miles of canals, these totals are broken up into a large number of unrelated parts by reason of different depths and different conditions, and that the diverse nature of the floating equipment increases this lack of organization. Many vessels are built for special traffic or local conditions and are thus often not "interchangeable" over different, even though connecting, routes. In general, the commissioner shows primarily the relation in which the inland waterway (rivers and canals) stand to the whole transportation system of the country. While waterways are subject to many limitations, they have nevertheless great possibilities; they are not now carrying anything like their proper share of the country's traffic. This, the commissioner points out, is a broad economic defect of serious disadvantage to the entire business of the country, and he gives some of the reasons for this condition.

"Through" freight constitutes a great part of the country's traffic. A reasonable share of such through freight is essential to the success of the water system. Inland waterways cannot prosper generally on merely local traffic. But the water system, unorganized and divided as it is by diversities of channels and equipment, is greatly at a disadvantage in competition with the rail system for this through traffic. For the rail system of the country is standardized, physically unified, and its control largely centralized, and is thus well adapted to handle through freight.

The canals of the country illustrate an extreme case of waterway decline. About 4500 miles of canals have been constructed. Over one-half of this mileage, costing more than \$39,000,000, has been abandoned, and canal traffic (excepting that of some short spur canals) has steadily decreased.

The report also calls attention briefly to the very unsatisfactory condition of water terminals (to be treated more fully in another part of the report, now in preparation), a matter of the highest importance in transportation. Terminal improvement is one of the first requirements, and is entirely possible.

It is noted that European countries have in many cases distributed the cost of waterway improvement upon localities in some ratio with the special benefits received, while very little of that sort has been done in this country. The report also sets forth the steady advance of steam over sail power, and the tendency toward corporate ownership of steam tonnage, especially the larger vessels. In 1906 the average size of vessels owned by individuals was 113 tons, and by corporations 526 tons. Operating expenses, so far as obtained, averaged about 80 per cent of the gross earnings. The lowest ratio of operating costs was on the bulk cargo vessels of the Great Lakes, the highest that of the packet lines on the Mississippi system and Southern rivers.

This report will be of great value in the present movement for an intelligent and effective improvement of the country's waterways. It points out the possibilities, the limitations existing thereon, the reasons for their present inefficiency, and the lines along which action toward improvement can properly be taken. It demonstrates, finally, the necessity of dealing with the waterways under a broad and comprehensive plan rather than by localities and sections.

**SIXTH GLIDEN TOUR.**

Thirty Automobiles Will Leave Detroit This Morning.

Detroit, July 11.—Thirty automobiles were packed tonight in Cadillac square to await the signal for starting at minute intervals at ten o'clock Monday morning on the sixth Glidden tour. Each repair made on any machine during the 2646 miles to Kansas City via Chicago, Minneapolis and

## THE SITUATION GROWS ACUTE

Rioting Resumed in Capital of Bolivia

### FOREIGNERS IN DANGER

The Guards Are Unaccountably Withdrawn From Argentine and Peruvian Legations—Mob Increasing in Size and Violence.

## ONE IN A HUNDRED WILL GET A CLAIM

The Heavy Registration For Indian Lands in the North.

Spokane, Wash., July 11.—If we compare the number of claims to be entered with the number of persons who will register for Indian lands in the Flathead, Coeur d'Alene and Spokane reservations, July 15 to August 5, the chance for getting a homestead is about one in 100. I have prepared for 100,000 registrations at each of the three reservations, where there are probably not more than 3600 claims to be distributed.

James W. Witten, superintendent of the opening and sale of government lands, said this on his arrival in Spokane, after looking over the Flathead reservation in western Montana. He will also visit the Coeur d'Alene reserve in northern Idaho and the Spokane in eastern Washington, afterward going to Coeur d'Alene, where he will make headquarters from July 14 to August 20. The drawing for the three reservations will begin at Coeur d'Alene on August 9 and continue until all the lands set aside are distributed by the government lottery plan.

"We have received at Washington, D. C., an average of 5000 letters a day since June 1," said Mr. Witten, "and these cover all parts of the United States, Canada and Mexico. There will be thousands of others between now and the beginning of registration. Many of the inquiries are from eastern and southern states, with the bulk from the middle western and northwestern and Pacific coast states.

"This is the first occasion on which the government has thrown open more than one reservation at a time. Probably the chief reason for this is that the lands are so far west the government decided to run them off simultaneously so that eastern people who intend to apply could register for all on one trip."

## WESTON WENT TO BED.

But He Will Resume His Walk at 5 O'clock This Morning.

### HUNDRED MILE CYCLE RUN

San Jose, July 11.—The Garden City wheelman captured the annual hundred mile relay race of the California Associated cyclists, covering the distance in 4 hours, 35 minutes, 6 1-5 seconds. The New Century and Golden City wheelmen of San Francisco and Berkeley wheelmen also started, but were quickly outdistanced, and quit.

**AUSTRALIAN EARTHQUAKES.**

Sydney, N. S. W., July 11.—Earthquakes have occurred in the Neupommern-Bismarck archipelago. No fatalities have been reported.

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## OVERFLOWING WITH ELKS

Forty Five Thousand Had Gathered Yesterday

### ARIZONA'S STREET PARADE

Called Out the Cheers of the Multitude—Consensus of Opinion That Los Angeles Outshines Any Previous Elks' Convention City.

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## PERSIAN SCRIMMAGE ROYALISTS REPULSED

IN ATTACK UPON NATIONALIST POSITION

Russian Reinforcements Are Approaching the Scene.

Teheran, July 11.—Persian Cossacks with Russian officers commanding with other troops of the shah, numbering 1200, this morning attacked the united nationalist forces fifteen miles distant. The royalists, shelled the nationalists' position for two hours, with four guns, but failed to dislodge the enemy.

The nationalists replied at intervals with a single gun, dropping shells among two hundred Cossacks' advance, compelling them to retire. The casualties are unknown. Russian reinforcements have arrived at Kazevin, eighty-six miles out.

## KAUFFMAN OR NOBODY WILL WHIP JOHNSON

Jeffries Will Not Fight and Ketchel a Disappointment.

New York, July 11.—An effort will be made this week to clinch the match of Jack Johnson and Al Kauffman either for September or October. Friends of Jim Jeffries notwithstanding the announcement that he will fight Johnson subsequent to his theatrical engagement declare that he will never reenter the ring because his condition would not allow him to go many rough rounds. There is little hope that Ketchel will overcome the negro since his lamentable failure to knock out Papke.

## THE COLORADO FAIR ARIZONA PROPOSITION

Exhibits From This Territory Are Wanted.

Denver, July 11.—(Special).—The second annual inter-state fair and exposition, which will be held the third week in September at Overland park, Denver, is just as much of an Arizona proposition as a Colorado affair. Says President Springer:

"The scope of the inter-state fair and exposition is very broad. Its aim is to encourage industry of all kinds not only in Colorado but in neighboring states and territories. We believe that the best way to uphold the various industries of the inter-mountain region and the Missouri valley is by comparison and competition on a fair and friendly field, such as is afforded by the inter-state fair. Not only are exhibits from Arizona welcome, but we are especially anxious to have that great state worthily represented in every department. Secretary G. C. Fuller, who has charge of the details, is doing everything in his power to make representation pleasant and profitable for Arizona exhibitors. We have secured especially liberal passenger and freight rates, and Secretary Fuller has arranged an unusually attractive entertainment program, including musical festivals, Paine's spectacular 'Battle in the Clouds,' a genuine train wreck, a big pike feature, known as the 'Great Divide,' and similar features, which will make the trip to Denver well worth while."

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